

**AIR NAVIGATION ACT 1966
(Section 22(1)(a))**

**DIRECTIVE NO. 3/2022
(COVID-19 – MEASURES FOR SINGAPORE AIR OPERATORS)**

Current version as at 28 February 2023, incorporating Amendments 1 to 3

Part 1

Citation and Commencement

1. This Directive is Directive No. 3/2022 and takes effect from 1559 hrs GMT 31 March 2022.

Part 2

Measures

2. Unless otherwise specified, this Directive applies to every holder of an air operator certificate¹, who operates an aircraft into or out of Singapore (called in this Directive a Singapore air operator).
3. In the interests of protecting public health, a Singapore air operator must take all practicable steps to implement the measures contained in this Directive.
4. - deleted -
[Amendment 3 to Directive 3/2022, effective 1559 hrs GMT 28 February 2023]
5. - deleted -
[Amendment 3 to Directive 3/2022, effective 1559 hrs GMT 28 February 2023]
6. - deleted -
[Amendment 2 to Directive 3/2022, effective 1559 hrs GMT 28 August 2022]
7. - deleted -
[Amendment 2 to Directive 3/2022, effective 1559 hrs GMT 28 August 2022]
8. - deleted -
[Amendment 3 to Directive 3/2022, effective 1559 hrs GMT 28 February 2023]
9. - deleted -

¹ An air operator certificate is an aviation safety instrument granted under Regulation 6 of the Air Navigation (119 – Air Operator Certification) Regulations 2018.

[Amendment 3 to Directive 3/2022, effective 1559 hrs GMT 28 February 2023]

10. - *deleted* -

[Amendment 3 to Directive 3/2022, effective 1559 hrs GMT 28 February 2023]

11. - *deleted* -

[Amendment 3 to Directive 3/2022, effective 1559 hrs GMT 28 February 2023]

Measures relating to specified country or region

12.-(1) The DGCA may, in respect of a country or region having an increased risk of COVID-19 transmission specified by him, and for such period if necessary:

- (a) prohibit a Singapore air operator from laying over its crew at that country or region;
- (b) require a Singapore air operator to take measures for flights to or from that country or region, including pre-flight, in-flight or post-flight measures, or measures relating to aircraft cleaning and disinfection, layover of crew at that country or region, or crew operating a turnaround flight to or from that country or region.

(2) Any requirement imposed by the DGCA under this paragraph may be in addition to or supersede, the requirements in this Directive.

13. - *deleted* -

[Amendment 3 to Directive 3/2022, effective 1559 hrs GMT 28 February 2023]

Definitions

14. For the purpose of this Directive —

“COVID-19” means the infectious disease known as Coronavirus Disease 2019;

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[Amendment 3 to Directive 3/2022, effective 1559 hrs GMT 28 February 2023]

- *deleted* -

[Amendment 3 to Directive 3/2022, effective 1559 hrs GMT 28 February 2023]

“crew” means the flight crew and cabin crew, and includes positioning crew;

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[Amendment 2 to Directive 3/2022, effective 1559 hrs GMT 28 August 2022]

- *deleted* -

[Amendment 3 to Directive 3/2022, effective 1559 hrs GMT 28 February 2023]

- *deleted* -

[Amendment 3 to Directive 3/2022, effective 1559 hrs GMT 28 February 2023]

- *deleted* -

[Amendment 2 to Directive 3/2022, effective 1559 hrs GMT 28 August 2022]

- *deleted* -

[Amendment 1 to Directive 3/2022, effective 1601 hrs GMT 25 April 2022]

- *deleted* -

[Amendment 2 to Directive 3/2022, effective 1559 hrs GMT 28 August 2022]

Part 3

Compliance and Revocation

15.-(1) Every Singapore air operator to which this Directive applies is required by regulation 9A of the Air Navigation (119 – Air Operator Certification) Regulations 2018 (“ANR-119”) to comply with this Directive.

(2) A Singapore air operator who contravenes regulation 9A may be directed by the Authority under regulation 37 of ANR-119 to pay a financial penalty not exceeding the higher of:

(a) \$500,000; or

(b) 5% of the Singapore air operator’s annual revenue derived from the regulated activity.

(3) The DGCA may require any Singapore air operator to which this Directive applies to demonstrate compliance with the arrangements, measures and requirements set out in this Directive.

(4) Nothing in this Directive limits a Singapore air operator from, based on its assessment of risks of COVID-19 transmission at an overseas destination, or as advised by the Government, implementing additional measures to mitigate the risks to its passengers, crew or any other persons.

16. The DGCA considers that, due to the need for swift measures to prevent the spread of the COVID-19, it is not practicable to give a notice under section 22(5) of the Air Navigation Act 1966.

17. The Directive No. 9/2020 issued on 12 October 2020 is revoked.

Issued on 28 March 2022

HAN KOK JUAN
Director-General of Civil Aviation
Civil Aviation Authority of Singapore